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Lieut. Wm Marvey
Royal Navy

CAPT. INGLEFIELD'S

NARRATIVE,

CONCERNING

The LOSS of His MAJESTY's SHIP

The CENTAUR, of Seventy-four Guns;

AND THE

Miraculous Preſervation of the PINNACE, with the CAPTAIN, MASTER, and TEN of the CREW, in a Traverſe of near 300 Leagues on the great Weſtern Ocean; with the NAMES of the PEOPLE SAVED.

PUBLISHED BY AUTHORITY.

A NEW EDITION, Corrected.

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M,DCC,LXXXIII.

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CAPTAIN INGLEFIELD'S

NARRATIVE.

Price, ONE SHILLING.

Entered at Stationers Hall.

Wm. Harvey

THE Centaur left Jamaica in rather a leaky condition, keeping two hand-pumps going, and when it blew freſh, ſometimes a ſpell with a chain-pump was neceſſary. But I had no apprehenſion that the ſhip was not able to encounter a common gale of wind.

In the evening of the 16th of September, when the fatal gale came on, the ſhip was prepared for the worſt weather uſually met with in thoſe latitudes; the mainſail was reefed and ſet, the top gallant maſts ſtruck, and the mizen-yard lowered down, though at that time it did not blow very ſtrong. Towards midnight it blew a gale of wind, and the

ſhip made ſo much water that I was obliged to turn all hands up to ſpell the pumps. The leak ſtill increaſing, I had thoughts to try the ſhip before the ſea. Happy I ſhould have been, perhaps, had I in this been determined. The impropriety of leaving the convoy, except in the laſt extremity, and the hopes of the weather growing moderate, weighed againſt the opinion that it was right.

About two in the morning the wind lulled, and we flattered ourſelves the gale was breaking. Soon after, we had much thunder and lightning from the S. E. with rain, when it began to blow ſtrong in guſts of wind, which obliged me to haul the mainſail up, the ſhip being then under bare poles. This was ſcarcely done, when a guſt of wind, exceeding in violence every thing of the kind I had ever ſeen, or had any conception of, laid the ſhip upon her beam ends. The water forſook the hold, and appeared between decks, ſo as

to

to fill the mens hammocks to leeward: the ſhip lay motionleſs, and, to all appearance, irrecoverably overſet. The water encreaſing faſt, forced through the cells of the ports, and ſcuttled in the ports, from the preſſure of the ſhip. I gave immediate directions to cut away the main and mizen-maſts, hoping, when the ſhip righted, to wear her. The mizen-maſt went firſt upon cutting one or two lanyards without the ſmalleſt effect on the ſhip; the main-maſt followed, upon cutting the lanyard of one ſhroud; and I had the diſappointment to ſee the foremaſt and bowſprit follow. The ſhip upon this immediately righted, but with great violence; and the motion was ſo quick, that it was difficult for the people to work the pumps. Three guns broke looſe upon the main deck, and it was ſome time before they were ſecured. Several men being maimed in this attempt, every moveable was deſtroyed, either from the ſhot thrown looſe from

the lockers or the wreck of the deck. The officers who had left their beds (when the ſhip overſet) naked, in the morning, had not an article of clothes to put on, nor could their friends ſupply them.

The maſts had not been over the ſide ten minutes, before I was informed the tiller had broke ſhort in the rudder-head; and before the chocks could be placed, the rudder itſelf was gone.—— Thus we were as much diſaſtered as it was poſſible, lying at the mercy of the wind and ſea: yet I had one comfort, that the pumps, if any thing, reduced the water in the hold; and as the morning came on, (the 17th) the weather grew more moderate, the wind having ſhifted in the gale to N. W.

At day-light I ſaw two line-of-battle ſhips to leeward; one had loſt her fore-maſt and bowſprit, the other her main-maſt. It was the general opinion on board

board the Centaur, that the former was the Canada, the other the Glorieux. The Ramilies was not in ſight, nor more than fifteen ſail of merchant-ſhips.

About ſeven in the morning I ſaw another line-of-battle ſhip a-head of us, which I ſoon diſtinguiſhed to be the Ville de Paris, with all her maſts ſtanding. I immediately gave orders to make the ſignal of diſtreſs, hoiſting the enſign on the ſtump of the mizen-maſt, union downwards, and firing one of the forecaſtle guns. The enſign blew away ſoon after it was hoiſted, and it was the only one we had left remaining; but I had the ſatisfaction to ſee the Ville de Paris wear and ſtand towards us. Several of the merchant-ſhips alſo approached us, and thoſe that could, hailed, and offered their aſſiſtance: but depending upon the King's ſhip, I only thanked them, deſiring, if they joined Admiral Graves, to acquaint him of our condition.

tion. I had not the ſmalleſt doubt but the Ville de Paris was coming to us, as ſhe appeared to us not to have ſuffered in the leaſt by the ſtorm, and having ſeen her wear, we knew was under government of her helm: at this time alſo it was ſo moderate, that the merchantmen ſet their top-ſails, but approaching within two miles, ſhe paſſed us to windward; this being obſerved by one of the merchant ſhips, ſhe wore and came under our ſtern, offering to carry any meſſage to her. I deſired the Maſter would acquaint Captain Wilkinſon, that the Centaur had loſt her rudder, as well as her maſts, that ſhe made a great deal of water, and that I deſired he would remain with her, until the weather grew moderate. I ſaw this merchantman approach afterwards, near enough to ſpeak the Ville de Paris, but I am afraid that her condition was much worſe than it appeared to be, as ſhe continued upon that tack. In the mean time all the quarter-deck guns were thrown overboard,

board, and all but ſix, which had overſet, of the main deck. The ſhip lying in the trough of the ſea, laboured prodigiouſly. I got over one of the ſmall anchors, with a boom, and ſeveral gun-carriages,—veered out from the head door by a large hauſer to keep the ſhip's bow to the ſea; but this, with a top-gallant-ſail upon the ſtump of the mizen-maſt, had not the deſired effect.

As the evening came on it grew hazy, and in ſqualls blew ſtrong. We loſt ſight of the Ville de Paris, but thought it a certainty that I ſhould ſee her in the morning. The night was paſſed in conſtant labour at the pumps. Sometimes the wind lulled; the water diminiſhed; when it blew ſtrong again, the ſea riſing, the water again increaſed.

Towards the morning of the 18th, I was informed there was ſeven feet water upon the Kelſon; that one of the Winches was broke; that the two ſpare ones

ones would not fit, and that the hand-pumps were choaked. Theſe circumſtances were ſufficiently alarming, but upon opening the after-hold to get ſome rum up for the people, we found our condition much more ſo.

It will be neceſſary to mention, that the Centaur's after-hold was incloſed by a bulk-head at the after part of the well; here were all the dry proviſions and ſhip's rum ſtowed upon twenty chaldron of coals, which unfortunately had been ſtarted in this part of the ſhip, and by them the pumps were continually choaked. The chain pumps were ſo much worn, as to be of little uſe, and the leathers, which had the well been clear, would have laſted twenty days or more, were all conſumed in eight. At this time it was obſerved, that the water had not a paſſage to the well, for *here* there was ſo much, that it waſhed againſt the orlop deck. All the rum, twenty-ſix puncheons; all the pro-

proviſions, of which there were two months, in caſks were ſtove; having floated with violence, from ſide to ſide, until there was not a whole caſk remaining: even the ſtaves that were found upon clearing the hold were moſt of them broke in two or three pieces. In the fore-hold we had a proſpect of periſhing: ſhould the ſhip ſwim, we had no water but what remained in the ground-tier, and over this all the wet proviſions and butts filled with ſalt-water were floating, and with ſo much motion, that no man could with ſafety go into the hold. There was nothing left for us to try, but bailing with buckets at the fore-hatchway and fiſh-room; and twelve large canvas buckets were immediately employed at each. On opening the fiſh-room, we were ſo fortunate as to diſcover that two puncheons of rum which belonged to me had eſcaped. They were immediately got up, and ſerved out at times in drams; and had it not been for this

relief, and ſome lime-juice, the people would have dropped.

We ſoon found our account in bailing; the ſpare pump had been put down the fore-hatchway, and a pump ſhifted to the fiſh-room; but the motion of the ſhip had waſhed the coals ſo ſmall, that they had reached every part of the ſhip, and the pumps ſoon choaked. However, the water by noon had conſiderably diminiſhed by working the buckets; but there appeared no proſpect of ſaving the ſhip if the gale continued. The labour was too great to hold out without water; yet the people worked without a murmur, and indeed with chearfulneſs.

At this time the weather was more moderate, and a couple of ſpars were got ready for ſhears to get up a jury-foremaſt; but as the evening came on, the gale again increaſed. We had ſeen nothing this day, but the ſhip who had loſt her main-maſt, and ſhe appeared to be

be as much in want of aſſiſtance as ourſelves, having fired guns of diſtreſs; and before night I was told her foremaſt was gone.

The Centaur laboured ſo much, that I had ſcarce a hope ſhe could ſwim till morning. However, by great exertion of the chain-pumps and bailing, we held our own, but our ſufferings for want of water were very great, and many of the people could not be reſtrained from drinking ſalt-water.

At day-light, the 19th, there was no veſſel in ſight; and flaſhes from guns having been ſeen in the night, we feared the ſhip we had ſeen the preceding day had foundered. Towards ten o'clock, forenoon, the weather grew more moderate, the water diminiſhed in the hold, and the people were encouraged to redouble their efforts to get the water low enough to break a caſk of freſh water out of the ground tier; and ſome of the moſt reſo-

lute of the ſeamen were employed in the attempt. At noon we ſucceeded with one caſk, which, though little, was a ſeaſonable relief. All the officers, paſſengers and boys, who were not of the profeſſion of ſeamen, had been employed thrumming a ſail which was paſſed under the ſhip's bottom, and I thought had ſome effect. The ſhears were raiſed for the foremaſt; the weather looked promiſing, and the ſea fell; and at night we were able to relieve at the pumps and bailing, every two hours. By the morning, the 20th, the fore-hold was cleared of the water, and we had the comfortable promiſe of a fine day. It proved ſo, and I was determined to make uſe of it with every poſſible exertion. I divided the ſhip's company, with the officers attending them, into parties to raiſe the jury-foremaſt; to heave overboard the lower-deck guns; to clear the wrecks of the fore and after-holds; to prepare the machine for ſteering the ſhip, and to work the pumps. By night, the

after-

after-hold was as clear as when the ſhip was launched, for, to our aſtoniſhment, there was not a ſhovel-full of coals remaining, twenty chaldron having been pumped out ſince the commencement of the gale.—What I have called the wreck of the hold, was the bulk-heads of the after-hold, fiſh-room, and ſpirit-rooms. The ſtandards of the cock-pit, an immenſe quantity of ſtaves and wood, and part of the lining of the ſhip were thrown overboard, that if the water ſhould again appear in the hold, we might have no impediment in bailing. All the guns were overboard, the foremaſt ſecured, and the machine, which was to be ſimilar to the one with which the Ipſwich was ſteered, was in great forwardneſs; ſo that I was in hopes, the moderate weather continuing, that I ſhould be able to ſteer the ſhip by noon the following day, and at leaſt ſave the people on ſome of the Weſtern Iſlands. Had we had any other ſhip in company with

us, I ſhould have thought it my duty to have quitted the Centaur this day.

This night the people got ſome reſt by relieving the watches; but in the morning, the 21ſt, we had the mortification to find, that the weather again threatened, and by noon blew a ſtorm. The ſhip laboured greatly, and the water appeared in the fore and after-hold and encreaſed. The Carpenter alſo informed me, that the leathers were nearly conſumed; and likewiſe that the chains of the pumps, by conſtant exertion, and the friction of the coals, were nearly rendered uſeleſs.

As we had now no other reſource but bailing, I gave orders that ſcuttles ſhould be cut through the decks, to introduce more buckets into the hold; and all the ſail-makers were employed night and day in making canvas buckets; and the orlop deck having fallen in on the larboard-ſide, I ordered the ſheet-cable to be

be rouſed overboard. The wind at this time was at W. and being on the larboard tack, many ſchemes had been practiſed to wear the ſhip, that we might drive into a leſs boiſterous latitude, as well as approach the Weſtern Iſlands; but none ſucceeded: and having a weak Carpenter's crew, they were hardly ſufficient to attend the pumps; ſo that we could not make any progreſs with the ſteering machine. Another ſail had been thrummed and got over, but we did not find its uſe; indeed there was no proſpect but in a change of weather. A large leak had been diſcovered, and ſtopt, in the fore-hold, and another in the Lady's-hole, but the ſhip appeared ſo weak from her labouring, that it was clear ſhe could not laſt long. The after-cockpit had fallen in, the fore-cockpit the ſame, with all the ſtore-rooms down; the ſtern-poſt was ſo looſe, that as the ſhip rolled, the water ruſhed in on either ſide in great ſtreams, which we could not ſtop.

Night

Night came on with the ſame dreary proſpect as on the preceding, and was paſſed in continual effort and labour.—Morning came, the 22d, without our ſeeing any thing, or any change of weather, and the day was ſpent with the ſame ſtruggles to keep the ſhip above water, pumping and bailing at the hatchways and ſcuttles. Towards night another of the chain-pumps was rendered quite uſeleſs, by one of the rollers being diſplaced at the bottom of the pump, and this was without remedy, there being too much water in the well to get to it: we alſo had but ſix leathers remaining, ſo that the fate of the ſhip was not far off. Still the labour went on without any apparent deſpair, every officer taking his ſhare of it, and the people were always chearful and obedient.

During the night, the water encreaſed; but about ſeven in the morning, the 23d, I was told that an unuſual quantity of water appeared all at once in the fore-hold,

hold, which upon my going forward to be convinced, I found but too true; the ſtowage of the hold ground-tier was all in motion, ſo that in a ſhort time there was not a whole caſk to be ſeen. We were convinced the ſhip had ſprung a freſh leak. Another ſail had been thrumming all night, and I was giving directions to place it over the bows, when I perceived the ſhip ſettling by the head, the lower deck bow-ports being even with the water.

At this period the Carpenter acquainted me the well was ſtove in, deſtroyed by the wreck of the hold, and the chain pumps diſplaced, and totally uſeleſs. There was nothing left but to redouble our efforts in bailing, but it became difficult to fill the buckets, from the quantity of ſtaves, planks, anchor-ſtocks, and yard-arm pieces which were now waſhed from the wings, and floating from ſide to ſide with the motion of the ſhip. The people, who, to this period, had laboured

as determined to conquer their difficulties without a murmur, or without a tear, ſeeing their efforts uſeleſs, many of them burſt into tears, and wept like children.

I gave orders for the anchors, of which we had two remaining, to be thrown overboard, one of which (the ſpare anchor) had been moſt ſurpriſingly hove in upon the fore-caſtle and mid-ſhips, when the ſhip had been upon her beam-ends, and gone through the deck.

Every time that I viſited the hatchway I obſerved the water encreaſed, and at noon it waſhed even with the orlop deck. The Carpenter aſſured me the ſhip could not ſwim long, and propoſed making rafts to float the ſhip's company, whom it was not in my power to encourage any longer with a proſpect of their ſafety. Some appeared perfectly reſigned, went to their hammocks, and deſired their meſſmates to laſh them in; others

others were laſhing themſelves to grate-ings and ſmall rafts; but the moſt predominant idea was, that of putting on their beſt and cleaneſt clothes.

The weather about noon had been ſomething moderate, and as rafts had been mentioned by the Carpenter, I thought it right to make the attempt, though I knew our booms could not float half the ſhip's company in fine weather, but we were in a ſituation to catch at a ſtraw; I therefore called the ſhip's company together, told them my intention, recommending to them to remain regular and obedient to their officers. Preparations were immediately made to this purpoſe; the booms were cleared; the boats, of which we had three, viz. cutter, pinnace, and five-oared yawl, were got over the ſide; a bag of bread was ordered to be put in each, and any liquors that could be got at, for the purpoſe of ſupplying the rafts; I had intended myſelf to go into

the five oared yawl, and the Coxſwain was deſired to get any thing from my ſteward that might be uſeful. Two men, Captains of tops, of the forecaſtle, or Quarter-maſters, were placed in each of them, to prevent any man from forcing the boats, or getting into them, until an arrangement was made. While theſe preparations were making, the ſhip was gradually ſinking, the orlop decks having been blown up by the water in the hold, and the cables floated to the gun-deck. The men had for ſome time quitted their employment of bailing, and the ſhip was left to her fate.

In the afternoon the weather again threatened, and in ſqualls blew ſtrong; the ſea ran high, and one of the boats, the yawl, ſtove along-ſide and ſunk. As the evening approached, the ſhip appeared little more than ſuſpended in water. There was no certainty that ſhe would ſwim from one minute to another; and the love of life, which I believe

lieve never ſhewed itſelf later in the approach to death, began now to level all diſtinctions. It was impoſſible indeed for any man to deceive himſelf with a hope of being ſaved upon a raft in ſuch a ſea; beſides, that the ſhip in ſinking, it was probable, would carry every thing down with her in a vortex, to a certain diſtance.

It was near five o'clock, when coming from my cabin I obſerved a number of people looking very anxiouſly over the ſide; and looking myſelf, I ſaw that ſeveral men had forced the pinnace, and that more were attempting to get in. I had immediate thoughts of ſecuring this boat before ſhe might be ſunk by numbers. There appeared not more than a moment for conſideration; to remain and periſh with the ſhip's company, whom I could not be any longer of uſe to, or ſeize the opportunity which ſeemed the only way of eſcaping, and leave the people who I had been ſo well

ſatisfied

ſatisfied with on a variety of occaſions, that I thought I could give my life to preſerve them.—This indeed was a painful conflict, and which I believe no man can deſcribe, nor any man have a juſt idea of, who has not been in a ſimilar ſituation.

The love of life prevailed—I called to Mr. Rainy, the Maſter, the only officer upon deck, deſired him to follow me, and immediately deſcended into the boat, at the after-part of the chains, but not without great difficulty got the boat clear from the ſhip, twice the number that the boat would carry puſhing to get in, and many jumping into the water. Mr. Baylis, a young gentleman fifteen years of age, leaped from the chains after the boat had got off, and was taken in. The boat falling aſtern, became expoſed to the ſea, and we endeavoured to pull her bow round to keep her to the break of the ſea, and to paſs to windward of the ſhip; but in the attempt ſhe was nearly filled; the ſea ran too high,

and

and the only probability of living was keeping her before the wind.

It was then that I became ſenſible how little, if any thing, better our condition was than that of thoſe who remained in the ſhip; at beſt, it appeared to be only a prolongation of a miſerable exiſtence. We were altogether twelve in number, in a leaky boat, with one of the gun-whales ſtove, in nearly the middle of the Weſtern Ocean, without compaſs, without quadrant, without ſail, without great coat or cloak; all very thinly cloathed, in a gale of wind, with a great ſea running!—It was now five o'clock in the evening, and in half an hour we loſt ſight of the ſhip. Before it was dark, a blanket was diſcovered in the boat. This was immediately bent to one of the ſtretchers, and under it as a ſail we ſcudded all night, in expectation of being ſwallowed up by every wave, it being with great difficulty that we could ſometimes clear the boat of the water before

before the return of the next great ſea ; all of us half drowned, and ſitting, except thoſe who bailed at the bottom of the boat : and without having really periſhed I am ſure no people ever endured more. In the morning the weather grew moderate, the wind having ſhifted to the ſouthward, as we diſcovered by the ſun. Having ſurvived the night, we began to recollect ourſelves, and think of our future preſervation.

When we quitted the ſhip, the wind was at N. W. or N. N. W. Fayall had bore E. S. E. 250 or 260 leagues. Had the wind continued for five or ſix days, there was a probability that running before the ſea we might have fallen in with ſome one of the Weſtern Iſlands. The change of wind was death to theſe hopes ; for ſhould it come to blow, we knew there would be no preſerving life but by running before the ſea, which would carry us again to the northward, where we muſt ſoon afterwards periſh.

Upon

Upon examining what we had to ſubſiſt on, I found a bag of bread, a ſmall ham, a ſingle piece of pork, two quart bottles of water, and a few of French cordials. The wind continued to the Southward for eight or nine days, and providentially never blew ſo ſtrong but that we could keep the ſide of the boat to the ſea, but we were always moſt miſerably wet and cold. We kept a ſort of a reckoning, but the ſun and ſtars being ſometimes hid from us for the twenty-four hours, we had no very good opinion of our navigation. We judged at this period, that we had made nearly an E. N. E. courſe, ſince the firſt night's run (which had carried us to the S. E.) and expected to ſee the iſland of Corvo. In this, however, we were diſappointed, and we feared that the Southerly wind had driven us far to the Northward. Our prayers were now for a Northerly wind. Our condition began to be truly miſerable, both from hunger and cold, for on the

fifth day we had diſcovered that our bread was nearly all ſpoiled by ſalt water, and it was neceſſary to go to an allowance. One biſcuit, divided into 12 morſels, for breakfaſt, and the ſame for dinner; the neck of a bottle broke off, with the cork in, ſerved for a glaſs, and this filled with water was the allowance for twenty-four hours for each man. This was done without any ſort of partiality or diſtinction: but we muſt have periſhed ere this, had we not caught ſix quarts of rain water; and this we could not have been bleſſed with, had we not found in the boat a pair of ſheets, which by accident had been put there. Theſe were ſpread when it rained, and when thoroughly wet, wrung into the kidd with which we bailed the boat. With this ſhort allowance, which was rather tantalizing than ſuſtaining, in our comfortleſs condition, we began to grow very feeble, and our clothes being continually wet, our bodies were in many places chafed into ſores.

On the 13th day it fell calm, and ſoon after a breeze of wind ſprang up from the N. N. W. and blew to a gale, ſo that we run before the ſea at the rate of five or ſix miles an hour under our blanket, till we judged we were to the Southward of Fayall, and to the Weſtward 60 leagues; but blowing ſtrong, we could not attempt to ſteer for it. Our wiſhes were now for the wind to ſhift to the Weſtward. This was the fifteenth day we had been in the boat, and we had only one day's bread, and one bottle of water remaining of a ſecond ſupply of rain. Our ſufferings were now as great as human ſtrength could bear, but we were convinced that good ſpirits were a better ſupport than great bodily ſtrength; for on this day Thomas Matthews, Quarter-Maſter, the ſtouteſt man in the boat, periſhed from hunger and cold: on the day before he had complained of want of ſtrength in his throat, as he expreſſed it, to ſwallow his morſel, and in the night drank ſalt-

water, grew delirious, and died without a groan. As it became next to a certainty that we ſhould all periſh in the ſame manner in a day or two, it was ſomewhat comfortable to reflect, that dying of hunger was not ſo dreadful as our imaginations had repreſented. Others had complained of the ſymptoms in their throats; ſome had drank their own urine; and all, but myſelf, had drank ſalt-water.

As yet deſpair and gloom had been ſucceſsfully prohibited, and as the evenings cloſed in, the men had been encouraged by turns to ſing a ſong, or relate a ſtory, inſtead of a ſupper: but this evening I found it impoſſible to raiſe either. As the night came on it fell calm, and about midnight a breeze of wind ſprang up, we gueſſed from the Weſtward by the ſwell, but there not being a ſtar to be ſeen, we were afraid of running out of our way, and waited impatiently for the riſing ſun to be our compaſs.

As ſoon as the dawn appeared, we found the wind to be exactly as we had wiſhed, at W. S. W. and immediately ſpread our ſail, running before the ſea at the rate of four miles an hour. Our laſt breakfaſt had been ſerved with the bread and water remaining, when John Gregory, Quarter-maſter, declared with much confidence that he ſaw the land in the S. E. We had ſeen fog-banks ſo often, which had the appearance of land, that I did not truſt myſelf to believe it, and cautioned the people (who were extravagantly elated) that they might not feel the effects of diſappointment; 'till at length one of them broke out into a moſt immoderate ſwearing fit of joy, which I could not reſtrain, and declared he had never ſeen land in his life if what he now ſaw was not it.

We immediately ſhaped our courſe for it, though on my part with very little faith. The wind freſhened; the boat went through the water at the rate of five

five or ſix miles an hour; and in two hours time the land was plainly ſeen by every man in the boat, but at a very great diſtance; ſo that we did not reach it before ten at night. It muſt have been at leaſt twenty leagues from us when firſt diſcovered; and I cannot help remarking, with much thankfulneſs, on the providential favour ſhewn to us in this inſtance.

In every part of the horizon, except where the land was diſcovered, there was ſo thick a haze that we could not have ſeen any thing for more than three or four leagues. Fayall by our reckoning bore E. by N. which courſe we were ſteering, and in a few hours, had not the ſky opened for our preſervation, we ſhould have encreaſed our diſtance from the land, got to the eaſtward, and of courſe miſſed all the Iſlands. As we approached the land, our belief had ſtrengthened that it was Fayall. The iſland of Pico, which might have revealed

vealed it to us had the weather been perfectly clear, was at this time capped with clouds; and it was ſome time before we were quite ſatisfied, having traverſed for two hours a great part of the iſland, where the ſteep and rocky ſhore refuſed us a landing. This circumſtance was borne with much impatience, for we had flattered ourſelves that we ſhould meet with freſh water at the firſt part of the land we might approach; and being diſappointed, the thirſt of ſome had encreaſed anxiety almoſt to a degree of madneſs; ſo that we were near making the attempt to land in ſome places where the boat muſt have been daſhed to pieces by the ſurf. At length we diſcovered a fiſhing canoe, which conducted us into the road of Fayall about midnight; but where the regulation of the port did not permit us to land 'till examined by the health-officers: however I did not think much of ſleeping this night in the boat, our pilot having brought us ſome refreſhments of bread, wine and water. In the morning

morning we were viſited by Mr. Graham, the Engliſh Conſul, whoſe humane attention made very ample amends for the formality of the Portugueſe. Indeed I can never ſufficiently expreſs the ſenſe I have of his kindneſs and humanity, both to myſelf and people; for I believe it was the whole of his employment for ſeveral days contriving the beſt means of reſtoring us to health and ſtrength. It is true, I believe, there never were more pitiable objects. Some of the ſtouteſt men belonging to the Centaur were obliged to be ſupported through the ſtreets of Fayall. Mr. Rainy, the Maſter, and myſelf, were, I think, in better health than the reſt; but I could not walk without being ſupported; and for ſeveral days, with the beſt and moſt comfortable proviſions of diet and lodging, we grew rather worſe than better.

Fayall, 13th *October*, 1782. J. N. Inglefield.

NAMES

Names of the *OFFICERS* and *MEN* who were ſaved in the Pinnace.

Captain *Ingleſield.*
Mr. *Thomas Rainy*, Maſter.
Mr. *Robert Bayles*, Midſhipman.
Mr. *James Clarke*, Surgeon's Mate.
Timothy Sullivan, Captain's Coxſwain.
John Gregory, Quarter-Maſter.

Charles M'Carty,
Charles Flinn,
——— *Gallohar*,
Theodore Hutchins,
Thomas Stevenſon,
} Seamen.

Thomas Matthews, Quarter-Maſter, died in the boat the day before they ſaw land.

Names of the *OFFICERS* left in the Ship, and ſuppoſed to have periſhed.

John Jordan, 1
——— *Ireleven*, 2
George Lindſay, 3
——— *Scott*, 4
——— *Breton*, 5
} Lieutenants.

John Bell, Captain of Marines.
Thomas Hunter, Purſer.
——— *Williamſon*, Surgeon.
Thomas Wood, Boatſwain.
Charles Penlarick, Gunner.
Allan Woodriff, Carpenter.

Meſſrs. *Dobſon*, *Warden*, *Hay*, *Everhart*, *Minſhaw*, *Sampſon*, *Lindſay*, *Chalmers*, *Thomas*, *Young*, } Mates and Midſhipmen.

Correct Copy of the COURT MARTIAL *held on Captain* INGLEFIELD.

AT a COURT MARTIAL aſſembled, and held on board his Majeſty's ſhip the Warſpite, in Portſmouth Harbour, on Saturday the 25th day of January, 1783.

PRESENT,

Commodore William Hotham, Second Officer in the command of his Majeſty's ſhips and veſſels, at Portſmouth and Spithead, Preſident.

CAPTAINS,

J. Elphinſton	J. Faulkner
T. Fitzherbert	Hon. P. Bertie
Hon. W. Cornwallis	S. Marſhall
S. Reeve	S. W. Clayton
J. Holloway	C. Collingwood
J. T. Duckworth	Hon. J. Luttrell

The Court, in purſuance of an order from the Commiſſioners, for executing the office of Lord High Admiral of Great Britain and Ireland, &c. dated the 21ſt of the ſame month, for the enquiry into the cauſe and circumſtances of the loſs of his Majeſty's late ſhip Centaur, by ſeveral very heavy gales of wind, and for the trial of Captain John Inglefield, her Commander, and the officers and company who belonged to her, at the time ſhe was left ſinking, on the 24th of September laſt, in lat. 48 deg. 33 min. and longitude 43 deg. 20 min. for their conduct upon that occaſion, having proceeded to enquire into the cauſe and circumſtances of his Majeſty's ſaid late ſhip the Centaur, and to try the ſaid Captain Inglefield, and the officers and people who belonged to her, at the time ſhe was ſo left as above-mentioned, for their conduct upon that occaſion accordingly; and having heard

heard the Narrative of the ſaid Captain Inglefield, and examined the officers and men preſent, and maturely and deliberately conſidered the whole, is of opinion, that the ſaid Captain John Inglefield acquitted himſelf as a cool, reſolute, and experienced officer, and was well ſupported by his officers and ſhip's company, their united exertions appearing to have been ſo great and manly, as to reflect the higheſt honour upon the whole, and to leave the deepeſt impreſſion on the minds of this Court, that more could not poſſibly have been done, to preſerve his Majeſty's late ſhip the Centaur, from her melancholy fate; the Court doth therefore adjudge, that the ſaid Captain John Inglefield, his officers, and company, be acquitted of all blame, on account of the loſs of his Majeſty's ſaid late ſhip Centaur, and they are hereby acquitted accordingly.

W. Hotham	S. Reeve
J. Elphinſton	S. W. Clayton
J. Faulkner	J. Holloway
T. Fitzherbert	C. Collingwood
R. Bertie	J. T. Duckworth
W. Cornwallis	J. Luttrell
S. Marſhall	

W. A. Bettesworth, Judge Advocate on the occaſion.

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